

BEAVERTON TRAFFIC COMMISSION
MEETING MINUTES
MAY 6, 2010

CALL TO ORDER

On Thursday, May 6, 2010, at 7:05 p.m., Chairman Scott Knees called the Traffic Commission meeting to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners present included Scott Knees, Thomas Wesolowski, Patrick Reynolds, and Lauren Holmes. Commissioners Thomas Engel, Steve Harris, and Vincent Tran were excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Sergeant Steven Schaer, and Recorder Debra Callender.

VISITORS

Charity Sturgeon, said she is the Community Traffic Safety Program Coordinator for the Alliance for Community Traffic Safety (ACTS) Oregon, which has its state headquarters in Beaverton on Cirrus Drive. She said the Oregon Department of Transportation and ACTS will host the 2010 Oregon Transportation Safety Conference on October 12 – 14 in Salem and she encouraged staff and the Commissioners to attend.

Ms. Sturgeon said this year ACTS worked with the Beaverton Police Department to provide motorcycle radar units through their mini-grant program. She said ACTS awards the mini grants for non-engineering, transportation safety or education projects with a cost of \$5,000 or less. She encouraged the City of Beaverton and the Traffic Commission to apply if they have projects that meet that criterion; applications are available in June.

STAFF COMMENTS

Mr. Khasho mentioned that the Commissioners had before them a number of letters of testimony received on Issues TC 668 and 670.

CONSENT

Chairman Knees reviewed the consent agenda comprised of the draft minutes of the March 4, 2010, meeting.

Commissioner Wesolowski MOVED, SECONDED by Commissioner Reynolds to approve the minutes of the March 4, 2010, Traffic Commission meeting as written.

Question called on the motion. Commissioners Knees, Reynolds, and Wesolowski voting AYE, the MOTION CARRIED unanimously. (3:0) Commissioner Holmes abstained from approving the March minutes as she was not at that meeting.

PUBLIC HEARINGS

Issue TC 667: Traffic Calming Project Rankings for 2010

Chairman Knees opened the public hearing.

Staff Report:

Mr. Khasho said that under the City's adopted Traffic Calming Procedures, each year the Traffic Commission considers the ranking of eligible projects. All projects must meet the Program's eligibility criteria and the applicant must submit a petition showing that at least 51 percent of the residents want the City to consider traffic calming for their street. This hearing is the time for the Commission to hear any appeals of the City Traffic Engineer's determination of eligibility. Mr. Khasho said he received only one petition and that is for a traffic calming project on SW Main Avenue between 5th Street and Allen Boulevard. He said the requestor submitted a petition demonstrating 51 percent neighborhood support. Mr. Khasho said the City's Traffic Enhancement Fund has adequate funds to cover a previously approved project on Hart Road and this new project. Staff recommends the Commission approve this ranking and project funding as shown in Table 1.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer and Deputy Fire Marshal Karen Mohling. (on file)

Jered Spencer, Beaverton, said he requested a traffic calming project on Main Avenue because he is the parent of two children, ages six and seven months, and he is concerned about the speeding cars in his neighborhood. He said high school students race down Main like it is an expressway and traffic calming measures would force drivers to obey the 25 mph speed limit. As he talked to his neighbors, he found many were ambivalent about speed humps, yet most agreed the speeding needs to stop.

Staff Comments:

Mr. Khasho had no additional comments.

Chairman Knees closed the public hearing.

Commission Deliberation:

Commissioner Wesolowski MOVED, SECONDED by Commissioner Reynolds to approve Issue TC 667 "Traffic Calming Project Rankings for 2010" as written and the draft final written order.

Question called on the motion. Commissioners Knees, Reynolds, Wesolowski, and Holmes voted AYE. The MOTION CARRIED, unanimously. (4:0)

Issue TC 668: Removal of the Median Island on SW 149th Avenue South of Gearhart Drive

Chairman Knees opened the public hearing.

Staff Report:

Mr. Khasho said Mrs. Vi Toung Ta requested the removal of the median island on SW 149th Avenue south of Gearhart Drive because the island blocks her driveway and makes backing out of her driveway difficult.

Mr. Khasho said the subdivision developer installed the median island in 1996 based on an agreement between the Carolwood Friends Association, the City of Beaverton, and the developer. In part, the agreement required the developer to install traffic calming measures on 149th when the Spruce Woods development extended 149th Avenue north to Hart Road. Mr. Khasho said traffic calming measures were intended to prevent cut-through traffic between Hart Road and Murray Boulevard.

Mr. Khasho said the City's adopted Traffic Calming Procedures allow the Traffic Commission to consider removal of a traffic calming measure if the City is presented with a petition indicating that at least 67 percent of the properties within the project area support the removal. The Traffic Calming Procedures define the project area. Mrs. Ta submitted to the City a petition demonstration that 75 percent of the residents within the project area support the removal of the median island. He said if the median island is removed, then the remaining speed hump would be modified to a speed cushion. This change will extend the speed cushion from curb to curb and include gutters cut into the cushion so emergency vehicles can straddle the cushion and cross at full speed.

Mr. Khasho said that based on the petition provided, staff recommends removing the median island, and then leave it to testimony to determine the issues. Not knowing how the Commission would decide this issue, Mr. Khasho said he prepared final writer orders both for and against approval.

Mr. Khasho said that once staff had posted public notice signs and sent public notice flyers to hundreds of surrounding residents, something unusual happened. Mr. Khasho said he began getting phone calls and emails from people who had signed Mrs. Ta's petition—these people now wanted the City to remove their signatures from the petition because they had changed their minds.

Commissioner Wesolowski asked Mr. Khasho to describe a speed cushion so the audience could understand how staff proposes to replace the median island.

Mr. Khasho said the traffic calming measures on Sorrento Road and on 6th Avenue are speed cushions, and very similar to what would be installed on 149th. These are speed humps with gutters cut into the hump to allow fire trucks to cross at full speed. Cars and standard trucks must slow down to cross the hump because the gutter is too wide for their wheelbase.

Chairman Knees asked Mr. Khasho to repeat the date the median was installed.

Mr. Khasho said it was installed in 1996.

Chairman Knees asked how many homes were in the project area.

Mr. Khasho said 28 homes are in the project area.

Chairman Knees asked if Mrs. Ta's petition showed that 75 percent of those who signed the petition supported removing the median.

Mr. Khasho said the petition was delivered to him with 19 signatures; after examination, it was clear that one of the signatures was collected outside the assigned project area. Mr. Khasho removed that signature from the tally. He said that leaves Mrs. Ta's petition with a 72 percent approval rating for removing the median.

Chairman Knees placed a five minute limit on public testimony because of the number of people waiting to testify.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Deputy Fire Marshal Karen Mohling, Edna, David, and Ralph Weil, Hope Hadley (2 letters), James Harper, Marion Sylvester, Margot Gordon, Jennifer Potter, Nancy Holden, Scott and Cindy Newman, Irene and Garry Swerdlik, Gerald R. Ohlson, Susan M. Mueller, Jay Holloway, Matt and Meredith Potter, Walter H. and Patricia L. Knapp, Steve and Linda Barrick, Walter Baribault, Sheryl Weisberg (2 letters), Todd and Shannon Watkins (2 letters) and, Louis F. Weisberg (all correspondence is on file).

Vi Ta, Beaverton, said she contacted the City to request removal of the median island because her home is located directly in front of the median and, after they bought the house three years ago, they realized the median made it unsafe to back out of their driveway. Mrs. Ta said her first baby on the way and safety is extremely important to her; however, she said the median does nothing to increase traffic safety and a full-width, speed cushion would do more to reduce speed. She said the travel lanes beside the median are so narrow that trucks often strike the concrete curbs.

Mrs. Ta said the median island causes traffic congestion in front of her home because large trucks, garbage trucks, and school buses have to drive slowly through the extra narrow median lanes and this causes traffic to back up behind them. Mrs. Ta said it has taken her three years to perfect a maneuver that allows her to back out of her driveway without hitting the median curb; her visitors make numerous attempts to exit her driveway without hitting the median. Mrs. Ta said the median also blocks a direct turn into her driveway; she must drive down the street past her home, turn around, drive in the opposite direction, and only then can she turn in to her driveway.

Mrs. Ta said neighbors who walk by the median say how pretty the trees are and mistakenly believe it increases safety. She has seen children in the median lanes on

tricycles, bicycles, and skateboards being passed by cars with just inches to spare. She finds this dangerous.

As for the 75 percent petition endorsement, Mrs. Ta said she was circulating the petition during the winter when the weather was very cold. She stopped collecting signatures as soon as she reached 75 percent, as that was well above the required amount. She stated that, had she anticipated questions about the legality of the collected signatures or the petition's validity, she would absolutely have stayed out and until she contacted every household in the project area and collected the entire 100 percent. Mrs. Ta asked the Commission to remove the median island and install a curb-to-curb speed cushion.

Commissioner Wesolowski thanked Mrs. Ta for attending the hearing to represent her position and explain her request.

Long Dao, Beaverton, said his wife, Mrs. Ta, is the requestor for TC 668. He said they have two cars and when they back out they either drop off the curb or they hit the median and, as his wife explained, they must drive back and forth and incrementally ease out of their driveway. He said if cut-through traffic is truly a serious problem on 149th, he finds it strange that only one traffic calming device was installed to deter traffic. He said the median creates both safety problems and inconvenience for his family and friends as they enter and exit his driveway. Mr. Dao said he and his wife fully support safety and they believe removing the median and installing a speed cushion would increase safety.

Commissioner Reynolds asked if the home's previous owners or the realtor disclosed to them that there was a problem entering and exiting the driveway.

Mr. Dao said they heard nothing.

Commissioner Reynolds asked if there was convenient, on-street parking nearby that their guests might use.

Mr. Dao said farther down the street to the south there are a few spaces to park; however, many nearby areas on 149th are no-parking zones.

Dan Fako, Beaverton, said they have lived in the nearby Boldwood Subdivision for 25 years. He said when they bought their home, 149th Avenue was a dead-end street and there was no problem with cut-through traffic. He said when developers built the new subdivision they signed an agreement with residents on Carolwood Drive to control cut-through traffic by installing the median island. He said sometimes he follows drivers he believes are cutting through the neighborhood and he sees them turn on Hart Road.

Mr. Fako said he measured the street widths on 149th and found that south of the median island, the street is approximately 35-feet wide; north of the median, the street narrows to 17 feet; north of Gearhart Drive, it is 20-feet wide. He believes these varying street widths form a pinch-point to slow traffic. He said the median was installed before the requestor purchased their home, so they should have considered whether they could live with the inconvenience before they signed the papers.

Commissioner Wesolowski asked Mr. Fako's thoughts about extending a speed cushion across the full width of 149th, as opposed to keeping the median island.

Mr. Fako said a speed cushion would also work. He thinks the extra narrow lanes beside the island cause drivers to lower their speed and, hopefully, look for other routes.

Commissioner Wesolowski asked if Mr. Fako clearly understood the problems very narrow lanes cause for fire trucks and emergency vehicles, and how this affects safety.

Mr. Fako said that based on the location of the nearest fire station, fire trucks would come down Murray via Carolwood Drive to avoid the median island's narrow lanes.

Ralph Weil, Beaverton, said he has lived on 149th for 18 years and he believes cut-through traffic and crashes will increase if the City installs a speed cushion. He said many of his neighbors ignore the stop sign on Gearhart Drive at 149th; they avoid a collision only because traffic is light.

Mr. Weil said he and a neighbor live on flag lots near from the median; their houses were not included in the project area and the petitioner did not bring them the petition so they could "vote." He said Mr. Khasho wrote the staff report before he mailed hearing notices and posted signs. He demanded to know who made that decision and why.

Commissioner Holmes asked Mr. Weil to point out his home on the wall drawing. Mr. Weil did so. He said Mr. Khasho told him he was not included because his house is on a flag lot and would not get noise from the traffic calming device.

Chairman Knees said that once the public testimony portion of the hearing was complete he would ask Mr. Khasho what criteria he used to determine the project area.

Sheryl Weisberg, Beaverton, said she has lived on Carol Glen Place since 1997 and she opposes removing the median island. She said that her husband, Louis Weisberg, signed the petition and has since changed his mind; she said her neighbor, Hope Hadley, also changed her mind after signing Mrs. Ta's petition. She said those "votes" should have been removed from the signatures on the petition and afterwards Mr. Khasho should have recalculated the percentage of support. She said there is an email in the packet of testimony letters showing how removing those signatures reduces the percentage of support and makes the petition invalid.

Mrs. Weisberg said she wants no changes to the current traffic calming measures. She said she did read the letters supporting removal of the median island written by Traffic Sergeant Schaer of the Beaverton Police Department and by Deputy Fire Marshal Mohling of Tualatin Valley Fire & Rescue (TVF&R). She said what police and TVF&R do not understand is that this is actually a "skinny street" issue so, even if there were no median or speed cushion, it will always be difficult or impossible for emergency vehicles to enter the neighborhood when cars are parked along 149th. She said emergency vehicle drivers know they have to enter the neighborhood using an alternate route to avoid hitting parked cars on 149th. She said they once needed an emergency vehicle to respond and the driver had no trouble getting to her house. She said her main concern is safety and the median was there when she bought her home so it should stay as it is.

She added that there is a school bus stop very near the median and she believes the median provides safety for the children. She asked again for a “vote” recount.

Commissioner Holmes asked why someone would sign their name on a petition and then weeks later ask City officials to remove their signature from the petition.

Ms. Weisberg said she was not home when the petitioner came to her house; her husband was home and he talked with Mrs. Ta and then signed the petition. She repeated that her neighbor also signed and then changed her mind.

Commissioner Reynolds asked if she could be satisfied with a traffic calming speed cushion as a replacement for the median island.

Ms. Weisberg said she requested a copy of the City’s Neighborhood Traffic Calming Program materials from Mr. Khasho, but she does not understand the different types of traffic calming measures the City uses. She likes the median because she believes it reduces vehicle speed and she thinks cars might drive around speed cushions.

Commissioner Reynolds said he regularly drives over the speed cushions on Sorrento Road and they definitely force drivers to slow down. He said it is possible for vehicles to straddle the groove with one tire but the rest of the vehicle absorbs the energy. He said the two center gutters allow a fire truck to drive straight through the speed cushion without reducing speed, increasing neighborhood safety.

To help the audience understand the difference between speed humps and speed cushions, Mr. Khasho drew examples on the dry erase board. He explained that the median island in front of Mrs. Ta’s house has a speed hump on each side. If the island were removed and the center filled in—that would create a longer speed hump. In contrast, the City now installs speed cushions because they have two center gutters at street level that match the axel width of a fire truck. He said fire trucks easily straddle the speed cushion with no need for slowing or delay. Passenger vehicles have narrower axel widths and cannot straddle the speed cushion, though they might try.

Todd Watkins, Beaverton, said he has lived in this neighborhood for nearly 12 years and he opposes removing the median island. He then read from a three-page letter he distributed to the Commission (in the record). He said in 1996 the Carolwood neighborhood, a developer, TVF&R, and the City signed a Memorandum of Understanding (MOU) for traffic calming to reduce speed and cut-through traffic. He said the median island on 149th was one of the measures they agreed upon and he said nothing in the neighborhood has changed since then. He believes the trees on the median island interrupt the driver’s sight distance, causing the driver to slow down; in addition, the narrow lanes beside the island must be negotiated at very slow speed. He thinks a speed cushion would be less effective and the median island accomplishes the goals and objectives laid out in the City’s Neighborhood Traffic Calming Program.

Mr. Watkins said Mr. Khasho told him retrofitting the existing median island would cost about \$5,000 and he said it is unnecessary to spend that money or make any changes as he believes the median already works well. He said the staff report says the petition showed a 75 percent neighborhood approval rate for replacing the median island. He said that several people who signed the petition have changed their minds and asked

the City to remove their signatures; based on this, he calculated a new petition approval rate of 57 percent. Since the petition was circulated, he said he has had talked to more neighbors and there might be others who want to rescind their signatures on the petition. He said in the MOU the City made a promise in writing to this neighborhood and he expects the City to uphold the document they signed. He said he purchased his home with the understanding that this signed agreement was in place. If the median island is removed, he is afraid that his daughter will be hit by a speeding car while chasing a ball in the street. He said he is deeply passionate about keeping this median island.

Commissioner Reynolds said if a driver entered 149th and decided to speed because they could now see past the existing median, that driver would have a harsh awakening when they hit the new speed cushion.

Mr. Watkins said the island works well and there is no reason to spend \$5000 in tax money modifying it. He said the median gives a “sense of neighborhood” for residents.

Chairman Knees asked if Mr. Watkins’ home was included in the Carolwood neighborhood, the project area where the petition was circulated.

Mr. Watkins said his home is in the Boldwood neighborhood.

Chairman Knees asked how Mr. Watkins heard about the MOU. Did he receive a copy?

Mr. Watkins said his home’s former owner told him about the agreement and Mr. Khasho provided him with a copy of the agreement.

Chairman Knees concluded that the MOU agreement is a potential deal breaker for removing the median. He said staff might need to do more research and he would ask Mr. Khasho about the City’s standing in regard to the signed MOU. He said this question leaves the Commission with two options: either the Commission cannot act on this issue and they are wasting their time, or they will have to table the issue until the City’s legal staff can provide direction as to what the Commission can and cannot do.

Scott Newman, Beaverton, said he has lived on Carolwood Drive for many years and he is one of the original residents who initiated the MOU. He said they would have preferred to keep 149th blocked and keep outside cars out of the neighborhood. He said an attorney was hired to work out the multi-party MOU that specified a median island with attached speed humps as the neighborhoods preferred traffic calming measure. He said these measures have been successful and he has no concerns about emergency vehicles getting through the median island’s narrow lanes.

Mr. Newman said he drives a full-size pickup truck and he flies over speed cushions in other neighborhoods at 30-35 mph with no problem; for example, he said he easily drives 30 mph over the 25 mph speed humps in the Sorrento Road neighborhood. He described roadway features on 149th and said the MOU agreement installed traffic calming features so cars can travel at a maximum speed of 20 mph. He said Mrs. Ta’s house was built after the median island was already in place and previous owners never complained.

Louis Weisberg, Beaverton, said he wants the City to remove his signature from the petition because he signed without first checking with his wife. He said the young lady with the petition was very nice and personable and she explained that she was circulating the petition because the median island made it hard to back out of her driveway. He said he signed the petition without first thinking what his wife would say. Once the City posted the public notice signs, he talked to his wife and learned that it was important to keep the median island to control traffic; for example, they often observe drivers on Carolwood Drive speeding around the corner. He said he agrees with everything his wife said.

Hope Hadley, Beaverton, said she has lived on 149th for 12 years. She said there are many door-to-door solicitors who come through the neighborhood. When she is stuck at the door with someone like that, she just wants them to go away because she is an introvert. She said Mrs. Ta was extremely nice and what she said sounded reasonable, so she signed the petition to get her to leave. When she saw the notice signs and her neighbors talked to her, she then changed her mind and asked to rescind her signature.

Ms. Hadley said she also owns 7745 SW 149th Avenue, which is the flag-lot property next to Mr. Weil and she said that property should have been included in the project area and perhaps she should have had two “votes.” She said the corner from Carolwood to 149th is a speeding zone and she recently saw a large truck driving far too fast there. She said they also need traffic calming on Carolwood and suggested that the City paint yellow curbs near the median to eliminate on-street parking during holidays and special occasions. She said the median is very beautiful because of its two trees and she would feel sad if it were gone.

Irene Swerdlik, Beaverton, said she lives on 149th south of the median island and she completely agrees with all the testimony against the proposal. She also understands the young couple’s request and she does not want enemies. She said she has to watch carefully when she backs out of her driveway because the people on Gearhart often speed and she believes the median slows traffic. She said her husband signed the petition “yes” for the nice young lady who came by collecting signatures; but he really meant to sign “no” and would now like the City to remove his name from the petition. She said she is standing up for him and saying that they want to keep the median.

Commissioner Reynolds said a man just testified about drivers speeding on Carolwood and asked if Mrs. Swerdlik worries about speeding cars when she backs onto 149th.

Mrs. Swerdlik said those cars are going in the opposite direction from where she is and they could not hit her. She said she has never had a near miss with a car heading toward her on her side of the street when she backs out of her driveway. She believes the median slows speeders and works better than a speed cushion. She said she also sent in an email listing these points. She thought it might be nice to plant flowers on the median to magnify its beauty and she wishes the nice young couple all the best.

Staff Comments:

On the wall drawing, Mr. Khasho pointed out the two flag-lot properties mentioned during testimony. He said the houses were not included in the project area because the houses are located at the end of driveways on flag lots and they are completely shielded from

any traffic calming noise on 149th by two houses in the front lots that directly abut the street. He said the Neighborhood Traffic Calming Program criteria define the project area as the properties abutting the street for 250 feet from the traffic calming measure; this can include homes on side streets. He said that is the criteria he used when determining the project area.

Chairman Knees said he thought that if a driveway was on the street, then the entire property should be included in the project area

Mr. Khasho said he explained to Mr. Weil that his house was behind another house, thus it was shielded from traffic calming noise. He said when installing or removing traffic calming measures, the Program's criteria defines the project area in exactly the same way. He said he used the same standard on 149th as he used on all other City traffic calming projects. Mr. Khasho said in order to cover more area, he extended the project area slightly to the north to Hart Road.

Regarding the MOU agreement between the Carolwoods Friends, the developer, and the City, Mr. Khasho corrected a statement made in testimony and said the TVF&R Fire Marshal did not sign that agreement.

Mr. Khasho said that before writing the staff report, he met with the City Attorney and asked for his suggestions. The City Attorney asked if the MOU agreement was a condition of approval for the development. It was not. If the agreement had been a condition of approval, then the Planning Commission would also need to hold a public hearing on this issue. The City Attorney advised staff to follow the standards in the Neighborhood Traffic Calming Program procedures. The Attorney also advised that, since the neighbors in the Carolwood development were party to the MOU, then it would be appropriate to mail the public notice to 160 homes in the surrounding area.

Regarding residents changing their mind after placing their signature on the petition, Mr. Khasho said he cannot legally remove names from a petition because some have since changed their mind. He said residents signed the petition of their own free will and so he must count all the collected signatures.

Commissioner Reynolds asked Mr. Khasho why he extended the project area past 250 feet to reach Hart Road, and yet he did not include flag lots nearer the median island.

Mr. Khasho said the Neighborhood Traffic Calming Program criteria says 250 feet on each side of the street and the property must abut the street. He said staff have consistently interpreted the Program's criteria the same way over the years.

Chairman Knees asked if the median island would require maintenance if left in place; for example, is it cracking or does it need repair.

Mr. Khasho said it needs no repair.

Chairman Knees closed the public hearing.

Commission Deliberation:

Commissioner Reynolds said it was enlightening to hear why the requestor wants the median island removed and why the remainder of the neighborhood wants it to remain. He said the requestor has a valid point and he totally agrees with their concern. He said those against the proposal outweigh the request proponents. The median should stay.

Commissioner Holmes agreed. She said removing the median would benefit only one household. She does not think it is in the best interest of the City to spend money to benefit only one household. She will vote to retain the median.

Commissioner Wesolowski said he heard a lot of testimony and passion tonight from people who absolutely love the median and absolutely have to keep it—yet these same people signed a petition saying they wanted it removed. He said this behavior is extremely troubling because, in our society, if people vote for something then they should mean what they say. Citizens do not have the option of reneging their vote afterwards. He said several testified that removing the island would be wasting tax dollars. He guaranteed that if they calculated the funds spent on this issue for engineering, police, attorney, and fire staff time and opinions, Beaverton had to spend much more than the \$5,000 it would have cost to replace the median with a speed cushion. He said that is extremely troubling.

Commissioner Wesolowski said it is deeply disconcerting to realize that citizens would blindly sign a petition, not thinking about what it said, and then when they finally think about what they have signed, it all becomes a big deal that is blamed on the City. He said he would very reluctantly vote with his fellow Commissioners to deny the request. He asked the neighborhood to try to find a compromise to work with this young couple. He guaranteed the audience that if any of them lived in that house and they had to back out of their driveway everyday trying to avoid that island, they would also be in front of this Commission trying to find a way to correct the problem. He said if they really believe there is a serious speeding problem, then they should have applied to the City for additional traffic calming projects to solve the problem. He repeated that he is very troubled by the neighborhood's response.

Chairman Knees said he supports keeping the median island and the trees on the island enhance the neighborhood's livability. He said he does not like the City's speed cushion design because some cars try to put one wheel in a gutter to avoid feeling a bump when crossing the cushion. He said if this request had gone through, they would have had people moving all over 149th, perhaps having head-on collisions. He said he is always leery about installing speed cushions on narrow roads. The median should stay.

Commissioner Reynolds MOVED, SECONDED by Commissioner Holmes to deny Issue TC 668 "Removal of the Median Island on SW 149th Avenue South of Gearhart Drive" and approve the draft final written order to deny.

Question called on the motion. Commissioners Knees, Reynolds, Wesolowski, and Holmes voted AYE. The MOTION CARRIED unanimously. (4:0)

Issue TC 669: Parking Restrictions on SW Campion Court South of Bluebell Lane

Chairman Knees opened the public hearing.

Staff Report:

Mr. Khasho said Ms. Maureen Jaimes asked the City to prohibit parking on one side of Campion Court south of Bluebell Lane. He said Ms. Jaimes is concerned that when cars park on both sides of the entry to the cul-de-sac on Campion Court, they narrow the travel way and restrict access for emergency vehicles. Mr. Khasho said this cul-de-sac has an entrance width (throat) of 24 feet and parking is allowed inside the cul-de-sac.

Mr. Khasho said under the City's Engineering Design Manual standards, cul-de-sac throat widths must follow local street standards, meaning that the minimum street pavement width must be at least 28 feet wide to allow parking on both sides. Campion Court falls four feet short of that standard, although the width is enough to allow parking on one side. Mr. Khasho said staff proposes to restrict parking for approximately 90 feet on the east side of SW Campion Court.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaefer and Deputy Fire Marshal Karen Mohling (in the record).

John J. Miller, Beaverton, said he lives on the east side of the intersection of Bluebell Lane and Campion Court, at the throat of the cul-de-sac. There is a fire hydrant in front of his house on Bluebell, so the only on-street parking next to his property is the east side of Campion. If the City moves parking to the west side of the cul-de-sac throat, it would be inconvenient for people on both sides of the street because they all need a place for friends to occasionally park. He said 131st or 133rd are too narrow for extra parking. He recalled that a neighbor once complained about the parking when a garbage truck could not enter the cul-de-sac to pick up garbage. He said someone put a note on a visitor's windshield last week saying that area would soon be a restricted parking area. He said forcing him to park in front of his neighbor's house leaves no place for his neighbor's visitors to park.

Commissioner Holmes asked how he would feel about changing the proposed no parking restriction to the west side of Campion.

Mr. Miller said that would be fine with him but he doubts it would please the neighbor on the west side of the cul-de-sac throat. He said people only park on both sides when they have visitors so it is an infrequent problem.

Justin Martin, Beaverton, said he lives across from Mr. Miller on the opposite (west) corner of cul-de-sac entrance. He agrees with Mr. Miller that moving the parking restriction to the west side would not work because that is in front of his house. He said his wife occasionally parks in front of their house when no one is parked across the cul-de-sac at the same time. He said his goal is to park both cars on his property. He said since he and Mr. Miller are now aware that emergency responders need parking limited to only one side of the cul-de-sac throat, he thinks they can coordinate that between themselves.

Chairman Knees asked if Mr. Martin also opposes the proposal to restrict parking.

Mr. Martin said he would oppose the recommendation if it were on the west side of the street where he lives.

Chairman Knees said the advertised proposal was to restrict parking on the east side of the street and they could not change that location without holding a separate hearing and giving full public notice. He asked again if Mr. Martin was for or against the parking restriction on the east side of Campion Court.

Mr. Martin said that since his neighbor showed up at this hearing and stated reasons why he opposes restricting parking on the east side, he too opposes it. He said he has only lived in his house a few months but during that time he has rarely seen cars parked on both sides. He heard about the garbage collection problem but he has had no problem getting his roll cart emptied.

Chairman Knees closed the public hearing.

Staff Comments:

Regarding the written comments received from the Deputy Fire Marshal, Mr. Khasho said the Fire Code and the City have separate street width standards. On City streets the City Code supersedes Fire Codes. Mr. Khasho said when he saw the Fire Marshal's comments he talked with her and she now agrees with the City's recommendation.

Chairman Knees read from the Deputy Fire Marshal's memo that, "The Fire District supports the request to limit parking to one side of SW Campion Court." He asked if after the Deputy Fire Marshal wrote that statement, Mr. Khasho convinced her that it is not a requirement based on the configuration of the street.

Mr. Khasho explained that the Fire Code requirements are more restrictive and require a street to be 32-feet wide to have parking on both sides, whereas the City requires only a 28-foot width for parking on both sides; City standards on City facilities supersede the Fire Code. The Fire Marshal understands this and supports the staff recommendation.

Chairman Knees noted that Campion has been 24-feet wide for some time with no parking restrictions and there has been no mandate to change it. He said this suggests the Commission has flexibility in making this decision.

Mr. Khasho agreed. He said Campion Court was constructed in 1994 and standards at that time allowed cul-de-sacs with 24-foot throats.

Commission Deliberation:

Commissioner Holmes said there was no public testimony citing a need to restrict on-street parking. She supports denying the restriction and leaving the street as it is.

Commissioner Holmes MOVED, SECONDED by Commissioner Reynolds to deny the recommendation on Issue TC 669 "Parking Restrictions on SW Campion Court South of Bluebell Lane."

Mr. Khasho said he would bring a revised final written order for the Commission to approve at the next meeting.

Question called on the motion. Commissioners Knees, Holmes, Reynolds, and Wesolowski voted AYE. The MOTION CARRIED unanimously. (4:0)

Chairman Knees told Mr. Miller and Mr. Martin that they could continue to park on Campion Court.

Issue TC 670: Parking Restrictions on SW Diamond View Way between Nora Road and 166th Avenue

Chairman Knees opened the public hearing.

Staff Report:

Mr. Khasho said Ms. Lori Laraway asked the City to prohibit parking of the west side of Diamond View Way between Nora Road and 166th Avenue. She told staff that cars parked on both sides of the street restrict two-way traffic, especially at the curve near Jadeview Way. Mr. Khasho said Diamond View is classified as a Local Street with a pavement width of 28 feet, except near 166th, where the pavement width is reduced to 24 feet. The street carries about 750 vehicle trips per day. Parking is currently allowed on both sides of the street except for about 180 feet where the street narrows near 166th Avenue and for about 100 feet at Gemstone Court. The Gemstone Court parking allows utility vehicles to park near a City water facility. In the past three years, the crash data shows one crash; the police report stated the driver was driving too fast for the conditions and hit a parked vehicle.

Mr. Khasho said current City standard allow parking on both sides of a 28-foot wide street that carries less than 500 vehicles per day. He said Diamond View was designed to serve only the immediate neighborhood; the plan was to extend Nora Road (an Arterial Street) to the west and the extension was built, but remains closed until the subdivision is completed. Some of the 750 Diamond View vehicle trips will move to Nora, once that extension opens.

Mr. Khasho said staff made field visits to observe on-street parking on Diamond View on various days and times of day. Never did staff observe any concentration or high number of parked vehicles on either side of the street. On one Saturday evening, staff observed six cars, well distributed between Nora Road and Diamond View. He said narrow streets are designed so drivers feel the need to travel at low speeds. Based on these facts, he asked the Commission to reject the proposal and leave the on-street parking as it is.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer , Deputy Fire Marshal Karen Mohling, Sarah Carlson, Toni Wygant, Ty Smith, Lori Laraway, and John and Susan Carter (in the record).

Steve Adams, Beaverton, said he lives on Diamond View at the intersection of 164th Avenue and he wants parking left as it is. He said occasionally two cars park across

from each other on Diamond View but this actually works to slow traffic. He said this street is steep and drivers can build up speed as they descend the hill, in fact, some drivers speed going uphill. His home is on the east side of Diamond Way and he does not want all the cars forced to park on his side of the street; currently, cars are parked here and there along the road, which he believes works well. He said there are four vacant lots where homes will eventually be built and those new families will also need parking, but hopefully not all on the east side of the road.

Mr. Adams said a parking restriction would likely be ineffective because the neighborhood mailboxes are just north of 165th and people park to pick up their mail. With cars forced to park on the east side across from these mailboxes, the cars stopping to pick up mail on the west side would further narrow the lanes. He was home at the time of the single, recorded collision and said no cars were parked on the opposite side of the street at that time—the driver's lack of attention caused that crash.

Shari Poindexter, Beaverton, said she lives on the end of the cul-de-sac on 164th Avenue and she is the president of one of the Home Owners Association (HOA) in the neighborhood. She said the developer did a poor job and most of the neighborhood moved in at the same time after a property auction. She said the curve on Diamond View at Jade View is quite sharp and this exacerbates the danger of meeting on-coming traffic in a blind spot; in addition, drivers often speed. She said there are many children on this street so safety is critical. She said Gemstone Court is so steep it has no on-street parking so visitors must park on Diamond View. She said one home south of 164th rents rooms and has six cars. She said that the City's design manual states that this street should have restricted parking because it has more than 500 vehicle trips per day. She believes staff should have supported Ms. Laraway's request.

Commissioner Wesolowski said when he drove the street it seemed there were some sections that could easily have on-street parking.

Ms. Poindexter agreed and said she would like to see parking restrictions at specific locations along the street. She said an email attached to the staff report mentions a big black truck that parks on the inside curve of Diamond View and she feels this is especially dangerous.

Linda Mason, Beaverton, said she is an HOA board member and drives Diamond View at least twice a day. When the black truck parks on the curve, she is forced into the on-coming traffic lane to pass it; she thinks the truck is a traffic hazard. She believes having parking on both sides of the street disrupts traffic flow and is especially dangerous in the rain. She agrees with the previous testimony that the house with the six cars increases the risk of collisions. She said the street is 28 feet wide and carries 50 percent more traffic than the City standard recommends. She said the City is taking the parking preferences of two residents into account for 750 vehicles. She said the street has a speed problem but parked cars are not meant to control speeding. She opposes the recommendation.

Steven Shane, Beaverton, said he is the man who owns the big black pickup truck parked on the street. The HOA has asked him to park in his garage; however, his home was constructed with a staircase blocking part of the garage so only one vehicle fits in his garage. He is against the parking restriction because it would leave him without a

convenient place to park. He explained why parking is not available on nearby streets and stated that he explained this to the HOA.

Chairman Knees asked where Mr. Shane would park if they restricted parking.

Mr. Shane said he would have to park illegally in the same location, as there are no other places to park. He cannot park across the street on the outer curve because he would have to cross a busy street in the morning with his two-year-old daughter and that is too dangerous. He said he is open to hearing better solutions.

Staff Comments:

Mr. Khasho said Diamond View Way was designed under the skinny streets concept and it was intended to have parking on both sides to slow traffic to the statutory neighborhood speed of 25 mph or less. He said the unfinished subdivision to the west on Nora Road is likely to begin building again as soon as the economy picks up. This will open the connection to Nora Road and the traffic on Diamond View will drop, though until that time it will carry traffic for both the neighborhood and traffic from developments to the west. He said he was trying to find a balance with his recommendation.

Chairman Knees asked when developers might build on the empty lots.

Mr. Khasho said the project is approved so they can build anytime, though nothing is being built at this time.

Deliberation:

Commissioner Wesolowski asked if denying the request means not installing a no parking zone.

Mr. Khasho said that is correct.

Commissioner Wesolowski said he drove this street several times and observed only a few cars parked on the street; several areas already have parking restrictions. He said the proposal would eliminate too much parking and residents need some on-street parking. He thinks the Commission should deny the proposal and suggested that the HOA review the issue and look for better solutions, perhaps restricting only the curves.

Commissioner Holmes said she agrees there is no need for extensive parking restrictions. She said the street is functioning correctly and the traffic volume would decrease when Nora Road is extended. She said she lives in a similar area with little on-street parking and she would prefer not to impose parking restrictions to satisfy a few individuals. A few restricted zones on the curves might help. She will approve the denial.

Commissioner Reynolds said he once owned a big truck and it was difficult to find adequate parking. He said we cannot tell Mr. Shane to buy a smaller truck as he has the right to drive a vehicle of any size he likes. He said Mr. Shane needs a place to park his big truck and he agrees with his fellow Commissioners. He will vote to deny the request.

Commissioner Reynolds MOVED, SECONDED by Commissioner Wesolowski that the Commission approves the staff recommendation to deny parking restrictions on TC 670 “Parking Restriction on SW Diamond View Way between Nora Road and 166th Avenue” and the draft final written order.

There was no discussion on the motion. Commissioners Knees, Reynolds, Wesolowski, and Holmes voted AYE. The MOTION CARRIED unanimously. (4:0)

OLD BUSINESS

Mr. Khasho announced that City Council has decided to hold its own public hearing on Issue TC 666 “Striping of Bike Lanes and Parking Revisions on SW Lombard Avenue between 1st Street and Denney Road.” The date is pending

Mr. Khasho said at the last meeting Commissioner Tran requested bike crash data for Hall Boulevard. He said each Commissioner has before them a report showing the bicycle crash data for the past three years in Beaverton. He said there have been no crashes on Hall between 12th Street and Sussex.

Mr. Khasho said the Commissioners also have in their packets a copy of the City’s Engineering Design Manual standard drawings for streets.

NEW BUSINESS

Commissioner Reynolds addressed Sgt. Schaer and described odd activity around a parked vehicle on Loon Drive. He also described a recent sighting of men in a parked van observing the school. Both issues had resolved themselves.

Sgt. Schaer agreed that what was described behavior was suspicious and he will alert officers to watch for those activities in the Loon Drive area. He encouraged people to follow their instincts and call police on either their non-emergency number or 911 and police would investigate.

ADJOURNMENT

The May meeting of the Traffic Commission adjourned at 9:47 p.m.

Debra Callender, Commission Recorder